

Project Goals

*Traffic in Midtown Anchorage is bad and is expected to get worse. The Municipality of Anchorage's (MOA) 2035 Metropolitan Transportation Plan cites the intersection at the Seward Highway and 36th Avenue as having the **highest afternoon peak period delay** of any intersection in the MOA. Traffic modeling predicts a **100 percent increase in traffic volumes** at this intersection by 2035.*

*DOT&PF's mission is to keep Alaska moving. **Seward and 36th Improvements** will help keep cars, trucks, buses, bikes and pedestrians moving safely through the project area for years to come.*

Project goals are to:

- » Improve traffic flow in Midtown and on the Seward Highway
- » Shorten travel times to and from Midtown and U-Med
- » Improve safety by reducing crash rates
- » Improve safety and travel for bicycles and pedestrians

Project Update

In late 2012, the Department of Transportation and Public Facilities (DOT&PF) began preliminary engineering design and environmental analysis for the Seward Highway and 36th Avenue Improvements Project (Seward and 36th Improvements). DOT&PF proposes to redesign and improve the Seward Highway between Tudor Road and approximately 33rd Avenue to reduce congestion and vehicle crashes in this congested Midtown corridor. DOT&PF has evaluated a number of alternatives based on engineering, community, environmental and property impacts criteria and will make a final decision on which alternative to pursue following the June 16 public open house.

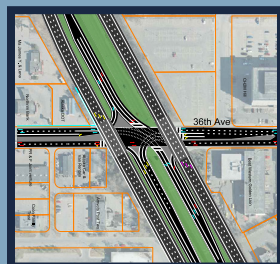
Current Alternatives

Midtown Anchorage grew around the Seward Highway, with development and other roads close to the existing highway right of way. This means that conventional interchanges won't fit in the space available. DOT&PF needs a unique solution to provide safe and efficient access in this tight space.

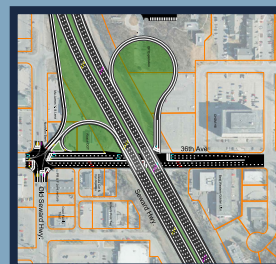
DOT&PF began by looking at five alternatives, ranging from simply changing the timing of the traffic lights to a state-of-the-art Diverging Diamond Interchange. At our public open house last fall, you asked us to look at variations on the proposed alternatives, as well as explore new alternatives that address safety concerns for pedestrians and bicyclists. Ultimately, we reviewed 18 different possible solutions to address the area's growing traffic gridlock.

DOT&PF used a review matrix to look at each of the 18 alternatives. DOT&PF has narrowed the options down to 3 alternatives that are currently under final review. Drawings of these three alternatives as well as the review matrix results are posted on our project website at www.sewardand36th.com and will be presented at a public open house on June 16 at the Loussac Library (details on reverse).

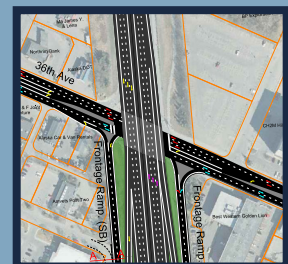
Hybrid Single Point Urban Interchange (hybrid SPUI)



Loop Ramp Interchange



Half-SPUI



Public Open House - June 16, 2014

4:30-7:30pm with a presentation at 5:30pm

*Loussac Library – Wilda Marston Theater
3600 Denali Street, Anchorage*

We Want to Hear from You!

DOT&PF has one final step before deciding which of the three alternatives to pursue--and that step involves **YOU**. The DOT&PF decision matrix includes a category for "Community and Government Expectations." That category is currently **BLANK**. Join us at the public open house on June 16 to let us know which of the three alternatives best meets your needs, and how the ranking process rated each of the other decision criteria.

DOT&PF intends to make a final decision the summer on which alternative to pursue, so be sure to **join us on June 16** to share your thoughts and help us fill in the final category in the decision matrix!

Learn More or Contact Us

Visit www.sewardand36th.com to learn more about this project to send us your comments, ideas, or questions.

Alternative Evaluation Criteria

- » Capital cost
- » Impact to private properties/local businesses
- » Traffic operations
- » Facility maintenance
- » Pedestrians and bicycles
- » Maintenance of traffic
- » Functional life
- » Driver expectation
- » Environmental impacts
- » Safety
- » Consistency with the long range transportation plan
- » Community and government expectations

What criteria would YOU use to consider which alternative to choose?